

Fol. 5

SUPERSEDED

COPIES

OF

PROJ HQS DIRECTIVES

~~TOP SECRET~~

OXCART

PROJECT HEADQUARTERS
DIRECTIVE 50-3055-5

OPERATIONS
15 July 1965

OPERATIONAL PROCEDURES FOR A-12

TEST AND TRAINING FLIGHTS WITHIN THE ZI

(This Directive Supersedes Project Headquarters Directive
50-3055-5 dated 20 November 1962)

I. PURPOSE:

25X1A

To establish procedures for A-12 Test and Training flights from [REDACTED] which will support the flight test program and training program with maximum safety and security considerations.

II. SCOPE:

A. The procedures outlined herein will apply to all Test and Training flights conducted within the Continental U.S.

B. Procedures for A-12 flights outside the Continental U.S. are outlined in Project Headquarters Directive 50-3055-5, Annex I.

III. RESPONSIBILITIES:

25X1A

A. The [REDACTED] Commander and the Area Flight Test Center will insure that all A-12 Test and Training flights are planned, briefed, and flown consistent with maximum safety and security considerations.

25X1A

B. The [REDACTED] Commander will be responsible for insuring that all safety and security procedures that are applicable to flight clearance, rescue, recovery, and supporting emergency procedures are followed for each flight.

25X1A

25X1A

C. The [REDACTED] Flight Test Center will be responsible for briefing the [REDACTED] Commander prior to each Test flight to include planned route, profile and procedures in support of paragraph III-B above.

IV. Operational Procedures:

A. Flight Planning:

1. Geographical Limits:

OXC 8875
Copy 12 of 14
Page 1 of 5

~~TOP SECRET~~

TOP SECRET

OXCART

a. All A-12 flights will be conducted within the geographical limits of the continental U.S.

b. Flights will be planned to avoid the borders of Canada and Mexico and coastal ADIZs by a minimum of 50 nautical miles.

2. Populated areas will be avoided by a minimum of 20 nautical miles or to the maximum extent possible consistent with mission requirements.

3. Published flight restrictions imposed by restricted and prohibited areas will be adhered to unless prior coordination has been accomplished.

4. Test Training Routes:

25X1A

a. Normal Procedures: [REDACTED] will submit coded/preplanned test and training routes for Project Headquarters approval a minimum of 15 days prior to anticipated use. [REDACTED] will prepare and submit sufficient copies of approved routes to Los Angeles ARTCC.

25X1A

b. Special Procedures: For certain requirements that cannot be accomplished on preplanned/coded routes, special routes will be planned and submitted to Project Headquarters for approval 2 working days prior to date of intended use. Every effort will be made to restrict the need for using special routes.

c. DD 175 clearance forms will be filed against these coded and/or special routes.

25X1A

5. Aerial refueling will be conducted within pre-planned refueling tracks which have been approved by Project Headquarters and FAA or within the [REDACTED]. Desired aerial refueling tracks must be submitted to Project Headquarters for approval a minimum of 30 days prior to anticipated date of use. Procedures and format for submission to Project Headquarters are outlined in Attachment 1.

6. In the event of a missed or unsuccessful aerial refueling, alternate airfields will be selected using the following priorities:

a. Airfields briefed on F-12 Emergency Ground Handling Procedures.

b. SAC bases

TOP SECRET

OXCART

~~TOP SECRET~~

OXCART

- c. Other USAF bases
- d. Other Military bases
- e. Civil Airports
- f. Designated suitable dry lakes.

7. Suitable emergency fields will be selected along the route of flight using priorities listed in paragraph 6 above.

8. Flights will be planned to arrive over terminal fix with a minimum of 5000 pounds fuel reserve.

B. Flight Clearances:

25X1A 1. All flights within [REDACTED] will be conducted
25X1A on local clearance forms filed with appropriate [REDACTED]
control facility.

25X1A 2. All flights outside [REDACTED] will be conducted
25X1A on clearance form (DD175) filed with appropriate [REDACTED]
control facility. The following information will be
included on DD175 clearances:

25X1A a. Route of flight will be Edwards AFB to Edwards
25X1A AFB. DD175 to show VFR from Edwards to radio fix
within [REDACTED] thence on an IFR routing back to
radio fix within [REDACTED] thence VFR back to
Edwards AFB.

b. Type aircraft will not be filed. (As required
A-12's will be referred to as SR-71).

c. Altitude will be filed as "above 60,000 feet"
for IFR portion of flight plan.

d. TAS will not be filed

3. Lateral separation above FL600 will be provided
by FAA for all aircraft with filed flight plans. FAA
to provide traffic advisories as appropriate.

25X1A 4. [REDACTED] will submit following clearance informa-
tion to Los Angeles ARTCC a minimum of 30 minutes prior
to takeoff.

25X1A a. Call sign ([REDACTED] plus 2 digits in block 10
to 49)

b. Altitude

TOP SECRET

OXC 8875

Copy 12 of 14
Page 5 of 5

~~TOP SECRET~~

OX CART

c. Coded route or route of flight for special requirements not preplanned.

d. Planned T.O. time

e. Updating time at SOA radio fix if late T.O.

C. Flight Procedures:

Flight procedures will be conducted IAW appropriate directives to accomplish mission requirements.

D. Radar Beacon Procedures (IFF/SIF)

1. IFF/SIF procedures within [REDACTED] will be IAW appropriate [REDACTED] SOP's.

25X1A

25X1A

2. IFF/SIF outside [REDACTED] will be operated on Mode 3, FAA assigned code.

25X1A

3. If the A-12 is flying in immediate proximity to chase aircraft or tanker aircraft, IFF/SIF requirements can be accomplished by the chase or tanker aircraft. The A-12 IFF/SIF will be utilized in the event separation of the two aircraft would preclude presentation for valid radar advisory information.

4. IFF/SIF equipment operations will be checked prior to takeoff.

E. Communications Procedures:

1. [REDACTED] assigned discrete frequencies will be used on all flights for air/ground communications with [REDACTED]

25X1A

2. FAA assigned frequencies will be used as required on route portions of flight.

3. Normally position reports will not be required. In the event radar tracking is not possible due to loss of the air or ground system, the pilot will be advised and control will be based on the route filed and position reports/estimates as necessary. Accordingly, routes will be planned providing reporting points using the following criteria:

a. Preplanned/coded points will be used.

EXAMPLE: [REDACTED] 24, Point A 2030Z estimating point B 2053Z."

~~TOP SECRET~~

OX C 8875

Copy 12 of 14
Page 7 of 5

~~TOP SECRET~~

OXCART

b. Reporting points will be radial distances from VORTAC stations.

c. Reporting points no more than 600 nautical miles apart.

d. Report at turning points as required by ARTCC Centers.

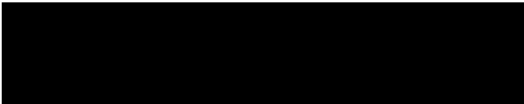
F. Emergency Procedures:

The emergency procedures as prescribed by Project Headquarters Directive 50-3055-4 and 50-3055-4, Supplement I will apply to all A-12 flights.

25X1A



OFFICIAL:



25X1A

Attachment

as stated

Distribution:

25X1A

#1, #2, #3 - [redacted] (w/att)

#4 thru 14 - Project Headquarters (w/att)

TOP SECRET

OXCART

OXC 8875

Copy 12 of 14

Page 5 of 5